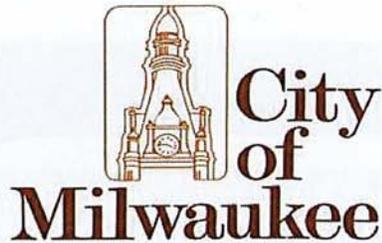


***PUBLIC
INVOLVEMENT
MEETING***

N. Humboldt Boulevard
E. North Avenue to E. Keefe Avenue
Project ID 2667-03-01
Milwaukee County



February 26, 2020, 6:00 – 8:00 P.M.
Gordon Park Pavilion
2828 N. Humboldt Boulevard
Milwaukee, WI

WELCOME

Public Involvement Meeting #2

Welcome to the public involvement meeting for the N. Humboldt Blvd. reconstruction project. The City of Milwaukee and the Wisconsin Department of Transportation (WisDOT) are in the process of designing an improvement project on North Humboldt Boulevard, from E. North Avenue to E. Keefe Avenue. We invite you to view the exhibits, talk with the City of Milwaukee staff, ask questions, and provide comments.

The purpose of today's meeting is to:

- Update attendees on the project status since Public Involvement Meeting #1 (Feb. 27, 2018)
- Present current design alternatives
- Obtain comments, concerns, or suggestions
- Answer questions regarding the project

Project Need

North Humboldt Boulevard from East North Avenue to East Keefe Avenue was constructed in 1965 with 8 inches of reinforced concrete on a 3 inch gravel base. In 1992 the street was resurfaced with variable thickness asphalt concrete on the prior pavement. In 2014 the street was resurfaced, as a temporary measure, with a new asphaltic surface to improve pavement condition. However, the street showed signs of deterioration in various locations due to the degraded substructure of the pavement. The underlying concrete base on North Humboldt Boulevard continues to deteriorate and has deteriorating joints, severe reflective cracking, and failed patches along the entire length of the project. Continuing to maintain through rehabilitation (asphaltic overlays) is no longer cost-effective.

Project Funding

- 80% federal STP Funds, 20% local match

PROJECT FUNDING

In 1987 the federal Secretary of Transportation enacted the Surface Transportation and Uniform Relocation Assistance Act to apportion federal block grant dollars (STP-U) to the states to address America's failing surface transportation infrastructure.

It has been updated five times since then, most notably in 1991 when Metropolitan Planning Organizations (MPOs) were given significant powers in awarding the money contingent upon the dollars being used in accordance with approved local land use and transportation plans.

Since that time, the City of Milwaukee has been able to work with the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and the custodian of the funds, the Wisconsin Department of Transportation (WisDOT), to secure millions of Federal Block Grant dollars to reconstruct and rehabilitate streets within its jurisdictional boundaries.

Without this funding, the City would not be able to maintain its major and minor arterial streets system. As the custodian of the funds, WisDOT requires that all projects constructed with STP-U dollars be designed in accordance with their Facilities Development Manual (FDM). While minimum standards within this manual generally must be met, exceptions are sometimes granted.

PROJECT GOALS AND SCHEDULE

Project Goals

- Reduce motor vehicle speeds
- Make the street safer for all users, with a focus on pedestrian safety
- Maintain or enhance existing green space and landscaping
- Improve operational characteristics and safety of the street by addressing the underlying pavement condition

N. Humboldt Blvd Project	2016		2017		2018		2019		2020	
	Jan	July	Jan	July	Jan	July	Jan	July	Jan	July
Traffic Studies										
Historic Properties										
Environmental Document										
Develop Alternatives										
Refine Alternatives										
Preliminary Design										
Public Information Meeting					★	2/27/18			★	2/26/20

What's Next?

Travel Lane Width

The project team is coordinating with WisDOT on the proposed travel lane width along the corridor. Ten foot travel lanes are preferred by the community and would be in accordance with the City's new Complete Streets Policy. The City is committed to working to produce a design that maintains the existing ten foot lane configuration.

Water Main Lead Service Line Replacement

The project team is coordinating with Milwaukee Water Works to determine if the water main and the lead service lines will be replaced in concurrence with this project. Further community discussion will be necessary in the future.

Speed Limit

In conjunction with the improvements being made as part of this project, the Department of Public Works plans to request the Common Council's support for reducing the posted speed limit along the corridor to 25 MPH after project construction. The addition of curb extensions throughout the corridor, extended planted median, and ten foot travel lanes will support a reduced speed limit.

PROPOSED IMPROVEMENTS

Curb Extensions (bump-outs)

Curb extensions are being added throughout the corridor for numerous reasons:

- Increased pedestrian visibility by preventing people from parking too close to crosswalks
- Reduced crossing distances and decreased pedestrian exposure to motorists
- Slower speeds by motorists making turns at intersections and driving along the corridor
- Prevents illegal passing in the right in the bike or parking lane.

Drainage Improvements

The existing storm sewer lateral pipes are undersized, and will be replaced with new pipes that meet current design standards. The inlets along the project will be replaced as well.

Traffic Signal Upgrades

All of the signalized intersections will be upgraded to the Federal requirement of a signal face over each lane, and allow for flashing yellow arrows for painted left turn lanes or medians less than six feet.

Lighting Upgrades

New LED street lighting will be installed throughout the project. LED lighting provides increased visibility for all users of facility, including pedestrians.

Improved/New Left Turn Lanes

Left turn lanes will be improved or added at the following locations:

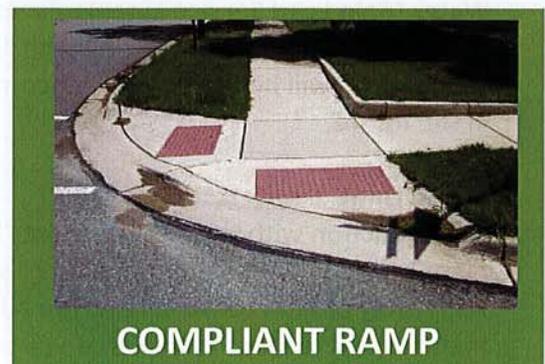
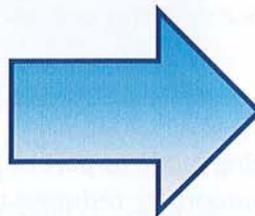
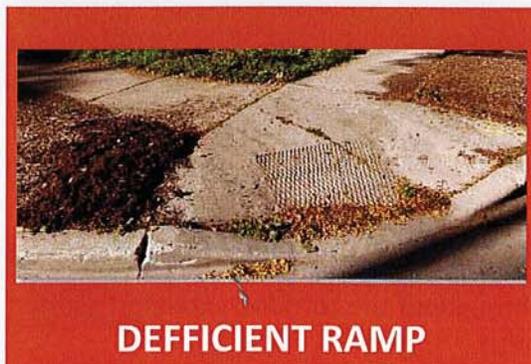
- E. North Avenue (improved-North leg of intersection)
- E. Center Street (new-South leg of intersection)
- E. Locust Street (improved-North and South legs of intersection)
- E. Burleigh Street (new-North and South legs of intersection)
- E. Keefe Ave (Improved-South leg of intersection)

Sidewalk Replacement

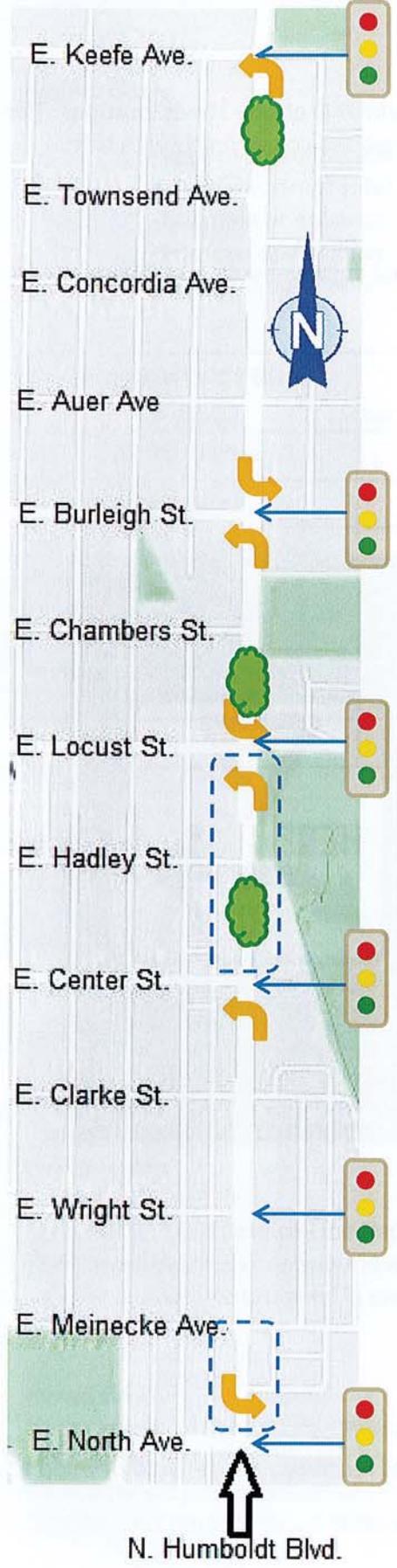
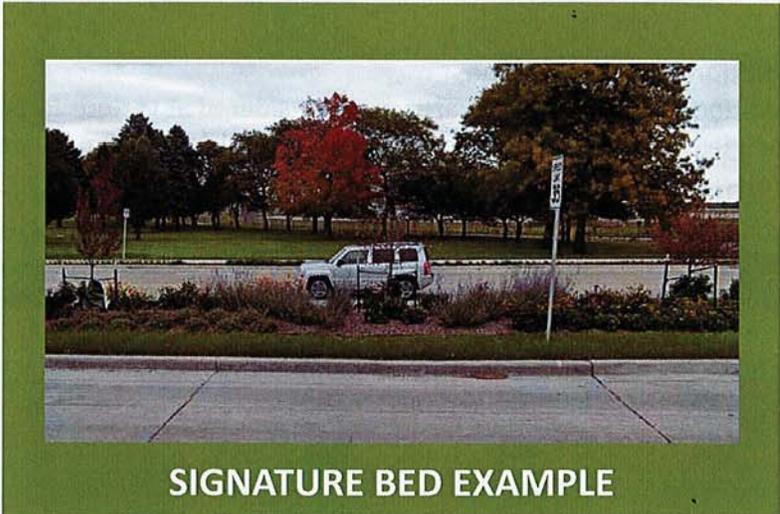
Sidewalk will be replaced based on condition, grade change, and to meet ADA requirements. The existing six foot width will be maintained throughout the corridor, contributing to a safe walking environment for pedestrians.

Curb Ramps

The existing curb ramps are not in compliance with Americans with Disabilities Act standards. All 54 non-compliant curb ramps will be replaced with 106 ADA compliant curb ramps.



GREEN SPACES



Tree Removal/Replacement

The outside curb will be moved 3" towards the median to prevent damage to existing tree roots during construction.

Additional Medians

Additional medians will be installed between:

- E. North Ave. to E. Meinecke Ave.
- E. Center St. to E. Locust St.

Signature Beds

Signature beds are landscaping features that include trees, shrubs, flowers, and possible boulders or other landscaping elements.

Signature beds are planned in the following locations:

- South of E. Hadley St.
- South of E. Chambers St.
- South of E. Keefe Ave.

LEGEND

	New Median
	Improved/New Left Turn Lane
	Signature Bed
	Monotube Signals

UPCOMING DESIGN DECISIONS

Additional Curb Extensions

Additional curb extensions are being considered at various intersections, primarily at side street locations. This includes ongoing coordination with the Wright St Bike Boulevard being developed concurrently with this project.

Signing and Marking

Signing and Marking Plans will be finalized as part of Final Design. Additional improvements may include:

- High visibility crosswalk markings
- "Yield to Pedestrians" signs in the medians
- Green bike lane markings at various intersections



CURB EXTENSION (BUMP OUT)



HIGH VISIBILITY CROSSWALK



SIGN EXAMPLE

Incorporation of Comments Received Tonight

The project team, in coordination with WisDOT, will consider all comments received at the PIM to develop a final design.

FREQUENTLY ASKED QUESTIONS

Will the street be open to traffic during construction?

Construction will be completed in two phases. In each phase, one lane of traffic will be open in each direction. Residents will be able to get a temporary parking permit to park on nearby streets and/or vacant City lots. Access to the Oak Leaf Trail will be maintained throughout construction.

The City's Business Support Liaison will be available throughout construction to assist business owners in addressing issues that may arise.

Will Abutting property owners be assessed?

Assessments will go out to property owners near the end of the design stage. Assessments to owners will include sidewalk and driveway approach replacement in front of their property. This project is 80% federally funded, and 20% locally funded, until the federal cost cap is exceeded, then any additional cost will be 100% locally funded. Assessments will be calculated for sidewalk and driveway replacement, based on the City's share of the final cost.

How will this project affect bus service?

N. Humboldt Blvd. currently serves bus route 14, accommodates short lengths of routes 60, 22, and 21, and has a crossing of route 40U. The City is coordinating with the Milwaukee County Transit System to allow for temporary stops during construction, and to determine future stop locations following construction.

Will speed humps be installed as part of this project?

Speed humps will not be installed as part of this project. Speed humps are generally not recommended for use on bus routes, emergency vehicle routes, or on streets that provide access to hospitals and emergency medical services. Other traffic calming improvements, such as curb extensions, will be installed to address speeding concerns.

What are the traffic volumes on this street?

N. Humboldt Blvd is a minor arterial that is currently used by 14,900 motorists per day.

What is planned for the intersection with E. Wright Street?

The City of Milwaukee is preparing a Bike Boulevard plan, which includes E. Wright St. as one of its routes. This project is being coordinated with the Bike Boulevard plan.

The City of Milwaukee Department of Public Works offers the Support for Business Program to help assist local merchants and minimize any problems before and during a construction project. If you are a business owner along the project corridor, we encourage you to connect with the Support for Business Liaison. Please visit the website Milwaukee.gov/supportforbusiness to learn more about the tools and services available to you and review the Support for Business guidebook online. If you would like a copy of the Support for Business guidebook mailed to you, please contact the liaison.

Support for Business

STAY INFORMED

We encourage property owners, residents, businesses and managers to sign up to receive email updates on this upcoming project. To subscribe, please email moconnor@milwaukee.gov



NOTES AND COMMENTS

Please use this space to jot down any notes, thoughts, or questions for later.

PUBLIC INVOLVEMENT MEETING COMMENT FORM

Project ID: 2467-05-01
 80 Stamford Boulevard
 E. North Ave. to E. Kinnon Ave.
 Local Street
 Milwaukee County

February 26, 2020

Please place this form in the comment box or mail by March 11, 2020 to the address on the back of this sheet. Comments can also be e-mailed to wis@wisconsin.gov. Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

Name _____
 Address _____
 Daytime Phone Number (optional) _____
 Email Address (optional) _____

Please Print Comments (attach additional sheets if necessary)

Your comments on this form are being recorded, summarized, and shared with project decision-makers. Your comments and signatures are not confidential and may be subject to disclosure upon request. Consent to the requirements of the Wisconsin Open Records Law, Sections 19.31 - 19.39 of the Wisconsin Statutes.

We appreciate your verbal or written comments. For written comments, please complete the comment form found at the sign-in table, and leave it with us or mail it back no later than March 11, 2020.



CONTACT INFORMATION

Samuel Medhin, PE
 City of Milwaukee Project Manager
 841 N. Broadway, Room 902
 Milwaukee, WI 53202
 (414) 286-0474
smedhi@milwaukee.gov

Megan O'Connor
 Support for Business Liaison
 Desk: (414) 708-1433
 Cell: 414-708-1433
moconnor@milwaukee.gov

Greg Hafeman, PE
 WisDOT Project Manager
 141 NW Barstow Street
 Waukesha, WI 53187
 (262) 548-8809
Greg.hafeman@dot.wi.gov